



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, DC 20350-2000

IN REPLY REFER TO

OPNAVINST 8380.1B

OP-502K

19 JUNE 1991

(R)

OPNAV INSTRUCTION 8380.1B

From: Chief of Naval Operations

Subj: AIRCRAFT ARMAMENT EQUIPMENT (AAE) PLANNING FACTORS AND RELATED PROCUREMENT OBJECTIVES

Encl: (1) Definition of Terms
(2) AAE Planning Factors for Operating Aircraft
(3) AAE Planning Factors for Improved Rearming Rates System (IRRS)
(4) Application of Planning Factors Based on Aircraft Category
(5) Format for AAE Net Asset Status Matrices

1. Purpose

a. To issue AAE planning factors for all Navy and Marine Corps aircraft and related AAE, and to specify the policy and procedures to be followed in formulating the procurement budget for AAE.

b. This revision updates enclosure 2 (AAE Planning Factors For Aircraft) to correspond to current fleet usage. (A)
(A)

2. Cancellations. OPNAVINST 8380.1A. (R)

3. Scope. This instruction applies to the determination of procurement objectives for items of AAE.

4. General. The mission essential nature of AAE dictates that ship and shore based armament equipment pool inventories be maintained at specific levels. Out year AAE requirements must be accurately predicted in order for realistic procurement planning and timely equipment deliveries to occur. Inventory objectives derived from real world mission requirements and aircraft assets should prevent procurement of excess material while ensuring the correct type and quantity of AAE are on hand to meet foreseeable contingencies.

5. Definitions. Refer to enclosure (1) for definitions.

6. Policy

a. Planning factors show the onboard allowance of AAE per airframe. They are based on individual aircraft models, their specific mission roles and weapons capabilities, and are used to determine total aircraft installation requirements. AAE spares requirements are derived from the installation requirements and complement them.

b. AAE is categorized as either aircraft inventory or mission oriented material. Aircraft inventory items are normally transferred with an aircraft regardless of the custodian or number of aircraft involved in the transfer. Mission-oriented items normally remain in the original



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custodian's armament equipment pool when single aircraft transfers occur. When multiple aircraft transfers occur (such as an entire squadron moving from one custodian to another), mission-oriented

- A) equipment may transfer with the aircraft ***Such transfers of mission-oriented equipment***
- A) ***will be coordinated between affected controlling custodians.*** Specific AAE planning factors for operating aircraft are listed in enclosure (2). Factors for the Improved Rearming Rate System (IRRS) are contained in enclosure (3).

c. Enclosure (4) applies the AAE planning factors to specific elements of the total overall aircraft in inventory and the total non-program aircraft inventory, e.g., Primary Aircraft Authorization (PAA), Back-up Aircraft Inventory (BAI), Service Life Not Complete (SLNC), and Bailed/Loaned Aircraft. Enclosure (4) further segregates application of the factors for PAA aircraft by aircraft custodian. Factors for aircraft inventory and mission-oriented equipment are applied to the aircraft categories as follows:

(1) Aircraft Inventory AAE. The inventory equipment planning factors of enclosure (2) apply to PAA and BAI aircraft in the custody of Commander, Naval Air Force, U.S. Atlantic Fleet (COMNAVAIRLANT); Commander, Naval Air Force, U.S. Pacific Fleet (COMNAVAIRPAC);

- A) Commander, Naval Air Reserve Force (COMNAVAIRRESFOR); ***Chief, Naval Air Training***
- A) ***(CNATRA)***; Commander, Operational Test and Evaluation Force (COMOPTEVFOR); and Commander, Naval Air System Command (COMNAVAIRSYSCOM). In addition, the factors apply to all non-program bailed and loaned aircraft, and aircraft held in storage as SLNC. Planning factors for aircraft in BAI and SLNC status are adjusted by the percentages listed in enclosure (4). Aircraft inventory AAE, except material required for flight, will be removed from aircraft prior to induction for Depot Level
- A) maintenance, or when transferred to the ***Aerospace Maintenance and Regeneration Center*** for storage as SLNC.

(2) Mission-Oriented AAE. The mission planning factors of enclosure (2) apply to PAA aircraft, including OPTEVFOR Test and Evaluation aircraft, but not to NAVAIRSYSCOM Research and Development and support aircraft. While the latter, at times, have a valid need for mission-oriented AAE, typical planning factors are not determinable for these special circumstances. Percentages of the AAE planning factors for PAA aircraft are applied to aircraft in BAI and SLNC categories to support recall in the event of full-scale mobility.

- A) ***d. A total Inventory Objective (IO) quantity is determined based on the factors in enclosure (2), plus planned attrition, maintenance pipeline, and war reserve percentages. A requirement to procure equipment exists when the IO is more than the projected inventory. The COMNAVAIRSYSCOM Program Offices for in production aircraft shall plan to program APN-1 funding for procurement of unique AAE and/or common AAE for initial installs and for IO for unique AAE items. In Production Program Offices shall plan to program APN-5 funding for product improvements of unique AAE items due to aircraft modifications. The COMNAVAIRSYSCOM AAE Program Manager and/or the Program Coordinator shall plan to program APN-7 funding for procurement of IO of common AAE, out of production aircraft AAE, and product improvements of both common and out of production AAE.***

e. By definition, the supply cognizance symbol 4Z materials listed in enclosure (2) interface directly with the associated weapon or store. The total quantity of PAA installs required for a particular

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e. By definition, the supply cognizance symbol 4Z materials listed in enclosure (2) interface directly with the associated weapon or store. The total quantity of PAA installs required for a particular 4Z cog end item is to be used to derive factors for all other interrelated (non-4Z cog) material such as pylons, fairings, adapters, electrical cables, etc.

7. Procedures

a. Net asset requirements are determined for each item of AAE as an input to the annual Program Objectives Memorandum (POM) process. Accordingly, an annual AAE Net Asset Status Matrix for each item of AAE must be prepared. Enclosure (5) explains the format for and includes a sample of the AAE Net Asset Status Matrix.

b. The Aircraft Program Data File (APDF) lists **10-year projections of aircraft in PAA** (R **status**, including OPTEVFOR Test and Evaluation and NAVAIRSYSCOM Research and Development (R and support aircraft. Exhibit A-II of the **POM** projects quantities of aircraft in BAI, SLNC, (R and Bail/Loan categories. These two documents must be used as source data for the determination of AAE requirements during preparation of the Asset Status Matrices.

8.

a. COMNAVAIRSYSCOM shall determine net asset requirements for all AAE commencing with the POM in formulation. COMNAVAIRSYSCOM shall compute and maintain AAE net asset requirements for each item per the procedures and planning factors established in this directive. Funding requirements for new procurements will be included with the POM submission. In addition, clear delineation of funding responsibilities for each affected APN budget activity is imperative. Toward that end, each item of AAE must have a planning document indicating net **asset requirements and identifying program managers with** their respective funding shares. (R For those items of AAE having a Program Planning Document (PPD), the enclosure (5) computations shall be incorporated into the PPD. (R

b. Aircraft type commanders shall review the planning factors listed in enclosures (2) and (3) to ensure that the quantities of AAE listed are **adequate to meet operational needs**. (R Recommended changes (including justification) shall be submitted to **Chief of Naval Operations (CNO) OP-502K, with copies to COMNAVAIRSYSCOM (PMA-201** (R **and AIR-418).** (R


J. D. TAYLOR
By direction

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DEFINITION OF TERMS

1. Aircraft Model. The complete designation of an airframe, independent of its role. Examples: *F/A-18C, F-14A, and AV-8B.* (R)
2. Aircraft Role. The designated use of an operating aircraft, *e.g., tactical, trainer, back-up.* (R)
3. Aircraft Categories
 - a. Program Active. This category is comprised of PAA and BAI aircraft. BAI aircraft are pooled and serve as immediate replacements for operational aircraft lost as Category I strikes, or temporarily transferred to a Depot Level Maintenance facility. PAA aircraft are those filling an active aircraft role.
 - b. Program Inactive. Aircraft which are preserved and stored, with service life remaining, which may be recalled to active status.
 - c. Non-Program. Aircraft on bailment or loan contracts.
4. IOC. Initial operational capability--the date that the certified weapon system is first deployed in the Fleet.
5. Service Life Not Complete (SLNC). Aircraft with service life remaining but stored in a program inactive status. (R)
6. Tactical
 - a. Tactical Aircraft. The generic term for aircraft that can perform a fighter or attack role.
 - b. Tactical Aircraft Model. A specific model that can perform a fighter and/or attack role. This term applies whether an airframe is in operating, pipeline, program inactive, or non-program status.
 - c. Tactical Role. The specific fighter or attack role of an operating aircraft.
7. Training Aircraft. Tactical aircraft filling a Trainer (TRNR) role in a Fleet Readiness Squadron (FRS) or Marine Training Squadron or aircraft designed and procured solely for training purposes.

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Enclosure (1)

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AAE PLANNING FACTORS FOR A-4 AIRCRAFT

(R)

Mission-oriented items:

	<u>TA-4F/J</u>						
	<u>A-4E/F</u>	<u>A-4M</u>	<u>OA-4M</u>	<u>USN/USNR</u>	<u>USMC</u>	<u>CNATRA</u>	(R)
MER-7/BRU-41	1	1	1	0	1	0	(R)
TER-7/BRU-42	2	2	1	0	1	0	(R)
AERO-5	1	1	1	0	0	0	
LAU-7	1	1	1.5	1	1	0	
ADU-299	1	1	1.5	1	1	0	
PRAC BOMB KIT	6	6	3	0	9	0	
PMBR	0	0	0	0	0	0.5	

Aircraft inventory items:

AERO-7A. **One** for each model.

(R)

AERO-20B. **Four** for each model except **two** for CNATRA TA-4Js.

(R)

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Mission-oriented items:

R)		A-6E				EA-6A	EA-6B	KA-6D
		USN	USMC	TRNR				
				USN	USMC			
R)	MER-7/BRU-41	4	5(a)	0.5	1	0	0	0
R)	TER-7/BRU-42	2	1.5(a)	0	1	0	0	0
	LAU-7	1	1	0.3	0.3	0	0	0
	ADU-299	1	1	0.3	0.3	0	0	0
R)	LAU-117	2(b)	2(b)	0.2(b)	0.2(b)	0	0	0
R)	LAU-118	1.5(c)	1.5(c)	0.2(c)	0.2(c)	0	2(c)	0
	PRAC BOMB KIT	12	12	9	9	0	0	0

NOTES:

- R) (a) Of this allowance, **one** MER-7/**BRU-41** and 0.5 TER-7/**BRU-42** are designated for USMC rapid rearming operations.
- A) (b) **A-6E SWIP-configured aircraft only.**
- A) (c) **Applies to A-6E SWIP and EA-6B ICAP II aircraft only.**

Aircraft inventory items:

- R) AERO-7A. **Four** for each model, except **six** for each EA-6A.
- R) AERO-7B. **One** for each model.

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AAE PLANNING FACTORS FOR A-7 AIRCRAFT

(R)

Mission-oriented items:

	A-7E TACTICAL	TA-7C	
MER-7/BRU-41	2	0	(R)
TER-7/BRU-42	2	0	(R)
LAU-7	2.2	2	
ADU-299	0.5(a)	0	(R)
LAU-118	2(b)	0	(R)
PRAC BOMB KIT	12	0	(R)

NOTES: (a) Required for carriage of ACMR Pod.

(R)

(b) Applies to AGM-88 HARM-capable (CLC configured) aircraft only.

(R)

Aircraft inventory items:

BRU-10. **Six** for each model.

(R)

R)

Mission-oriented items:

R) TER-7/*BRU-42*
R) LAU-7
ADU-299
LAU-117
PRAC BOMB KIT

Aircraft inventory items:

R) BRU-36. *Seven for each aircraft.*

.19 JUN 1991**AAE PLANNING FACTORS FOR F-4 AIRCRAFT****(R**

Mission-oriented items:

	F-4S	(R
TER-7	2	(R
LAU-7	2	(R
PRAC BOMB KIT	6	(R

Aircraft inventory items:

AERO-27A. One for each model.	(R
AERO-7A launcher. Four for each model.	(R
LAU-17A. Two for each model.	(R

19 JUN 1991**AAE PLANNING FACTORS FOR F-14 AIRCRAFT*****Mission-oriented Items:**

	<u>F-14A</u>			<u>F-14A+/F-14D</u>		
	TACTICAL	FRS	RECCE	TACTICAL	FRS	RECCE
LAU7	4	4	4	4	4	4
LAU-7/BOLCHAFF(b)	4	4	4	4	4	4
LAU-92	4	0	2	0	0	0
LAU-92X	0	0	0	4	0	2
LAU-93	4	4	4	0	0	0
LAU-132	0	0	0	4	4	4
BRU-32A(a)	4	2	2	4	2	2
BRU-42A(a)	2	2	2	2	2	2
PRAC BOMB KIT(a)	6	6	6	6	6	6
MXU-611 LH	1	1	1	0	0	0
MXU-611 RH	1	1	1	0	0	0
MXU-776 LH	0	0	0	1	1	1
MXU-777 RH	0	0	0	1	1	1

NOTES: (a) Applies to air-to-ground capable aircraft.
 (b) Possible replacement for LAU-7.

Aircraft Inventory Item:

LAU-92/92X. Four for each aircraft.

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19 JUN 1991**AAE PLANNING FACTORS FOR F/A-18 AIRCRAFT**

(R)

Mission-oriented items:

	<u>F/A-18A/B.</u>	<u>F/A-18C/D</u>	<u>F/A-18 All</u>	<u>F/A-18D</u>	
	<u>USN/USMC/USNB</u>	<u>IRNB</u>		<u>NIGHT ATTACK</u>	(A)
BRU-32/A	2	0	2	0	(A)
BRU-32A/A	0	2	2	2	(A)
BRU-33/A-33A/A	4	4	2	4	(A)
MER-7/BRU-41	1	1	1	1	(A)
TER-7/BRU-42	0.3	0.3	0	1	(A)
LAU-7	1	1	0	1	(A)
LAU-115/A	1	0	0	0	(A)
LAU-115A/A	0	1	0	1	(A)
LAU-117	1	1	0.2	1	(A)
LAU-118	2(a)	1	0.2(a)	2(a)	(A)
LAU-127	0	2	1	2	(A)
PRAC BOMB KIT	6	6	6	6	(A)

NOTES: (a) Applies to AGM-88 HARM capable (CLC configured) aircraft.

(R)

Aircraft inventory items:

BRU-32/A. **Three** for each A/B model. (R)
 LAU-7. **Two** for each model. (R)
 LAU-116/A-A/A. One left hand for each model. (R)
 LAU-116/A-A/A. One right hand for each model. (R)
 BRU-32A/A. **Three** for each C/D model. (A)

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R) AAE PLANNING FACTORS FOR AH-1/UH-1 AIRCRAFT

Mission-oriented items:

A)	<u>AH-1J</u>	<u>AH-1T</u>	<u>AH-1W</u>	<u>UH-1N</u>
A) TOW LAUNCHER	0	4	4	0
A) M-272	0	0	2	0
A) LAU-7	2	2	2	0
A) ADU-299	2	2	2	0
A) BRU-20	0	0	0	1
A) BRU-21	0	0	0	1
A) PMBR	0.25	0.25	0.25	0
A) BRU-22	0	0.25	0.25	-
A) BRU-23	0	0.25	0.25	-

Aircraft inventory items:

- R) BRU-20. **One** for each AH-1J.
 R) BRU-21. **One** for each AH-1J.
 R) Tow Ejector Rack. **Four** for each AH-1T and AH-1W.
 R) **BRU-22. One for each model, except for UH-1N.**
 R) **BRU-23. One for each model, except for UH-1N.**

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AAE PLANNING FACTORS FOR OV-10 AIRCRAFT

(R

Mission-oriented items:

	<u>OV-10A</u>	<u>OV-10D</u>
AERO 1A (Set)	1	1
LAU-7	2	2
ADU-299	2	2
PMBR	1	1

Aircraft inventory item:

AERO-65. **Five** for each A model and **seven** for each D model.

(R

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R) **AAE PLANNING FACTORS FOR S-3 AIRCRAFT**

Mission-oriented items:

	<u>S-3A/B</u>	<u>US-3A</u>	<u>KS-3A</u>
TER/BRU-42	1	0	0
PRAC BOMB KIT	3	0	0
A) LAU-7	1	0	0
A) ADU-299	1	0	0

Aircraft inventory items:

- R) BRU-11. **Two** for each model.
R) BRU-14. **Four** each for S-3A and S-3B.

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AAE PLANNING FACTORS FOR P-3 AIRCRAFT

(R)

Mission-oriented items:

	<u>P-3B</u>	<u>P-3C</u>
	<u>USN/USNR</u>	
BRU-14	3	3
AERO-1B (SET)	6	6

(R)

Aircraft inventory item:

BRU-12. *Eight* for each model.

(R)

BRU-15 Six for each model (a).

(R)

NOTES: (a)AERO-65 is the temporary substitute for all wing stores except HARPOON, pending availability of BRU-15. Six BRU-15s are required commensurate with the pylon standardization and Dash-3 update programs. When completed, the Standardized Wing Pylon Program will provide six pylons as an objective for each operating aircraft.

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AAE PLANNING FACTORS FOR SH-60B, SH-60F/J, HH-60F AIRCRAFT*

Mission-oriented Items:

	<u>SH-60B/SH-60F/J</u>	<u>HH-60F</u>
PMBR	0	0
BRU-14	1(a)	1(a)

NOTES: (a) Applies to MK 2 Mod 7 Penguin capable aircraft.

Aircraft Inventory Items:

BRU-14. Two each for SH-60B and SH-60F and HH-60F.

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AAE PLANNING FACTORS FOR SH-3D, SH-3G, SH-3H AIRCRAFT*

Mission-oriented Items:

	<u>SH-3D</u>	<u>SH-3G</u>	<u>SH-3H</u>
PMBR	0.2	0	

Aircraft Inventory Items:

MK 8 Shackle. Four for each SH-3D and SH-3G, six for each SH-3H.

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AAE PLANNING FACTORS FOR SH-2F AIRCRAFT*

Mission-oriented Items: None.

Aircraft Inventory Items:

MK 8 Shackle. Two for each SH-2F.

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AAE PLANNING FACTORS FOR T-45 AIRCRAFT

(R

Mission-oriented items:
T-45

PMBR 0.075

Aircraft inventory items:

ERU-119. **Two** for each T-45.

(R

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Enclosure (2)

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Mission-oriented items:

	<u>MER-7/BRU-41</u>	<u>TER-7/BRU-42</u>	<u>BRU-33</u>	(R
CV, supporting A-6, A-7	30	30		
CV, supporting F/A-18 (12)	0	0	20	
CV, supporting F/A-18 (24)			40	
MAW, supporting A-6	*	*		
NAS FALLON	30	30		
NAS CUBI PT	10	10		
NS ROOSEVELT ROADS	30	30		

* Included in quantities for A-6 aircraft (page 2 of enclosure (2)).

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Enclosure (3)

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APPLICATION OF AAE PLANNING FACTORS BASED ON AIRCRAFT CATEGORY

(R)

AIRCRAFT CATEGORY	AIRCRAFT INVENTORY ITEM	MISSION ORIENTED ITEM	PLANNING FACTORS ADJUSTMENTS	
<u>PAA</u>				
COMNAVAILANT	YES	YES	100%	(A
COMNAVIRPAC	YES	YES	100%	(A
COMNAVIAIRESFOR & COMOPTEVFOR	YES	YES	100%, planning factors or the tactical roles apply.	(R (R
COMNAVIAIRSYSCOM	YES	NO	100%	
CNATRA	YES	NO	100%	(R
<u>BAI</u>				
	YES	YES	100%	(R
<u>SLNC</u>				
	YES	YES	50% for contingency recall of tactical aircraft, except 100% if item is required for flight.	
<u>Non-Program</u>				
Bail/Loan	YES	NO	100%	

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Enclosure (4)

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FORMAT FOR AAE ASSET STATUS MATRICESDIRECTIONS

To establish an accurate basis for annual projections, Line 1 of the matrix indicates procurements and attrition for the preceding fiscal year and actual assets as of 30 September of that year. Line 2 reflects projected status, as of 30 September, for the current fiscal year. Subsequent year/line projections are as of 30 September of the corresponding fiscal year. Column explanations and methods of computing quantities are as follows:

COLUMN

- 1 Procurements. The quantity of an AAE item for which funding has been committed or is planned in the *Six* Year Defense Plan (*SYDP*) or Program Objectives Memorandum (POM). (R Line 1 indicates the active contract procurement quantity for the previous fiscal year and all prior years which remained obligated on 30 September.
- 2 Scheduled Delivery. Portion of Column 1 figure(s) scheduled for delivery during the current (Line 2) and/or future fiscal years. First line block will always be blank.
- 3 Attrition. Line 1 block indicates the actual number of physical losses during the previous fiscal year. Subsequent lines indicate an estimate of yearly losses based on Exhibit A-II predictions of Category I aircraft strikes, plus a percentage of the figure listed as PAA install requirements (Column 5), representing losses due to in-flight jettison or equipment scrapped as beyond economical repair at the depot level of maintenance.
- 4 Projected Inventory. Line 1 indicates the actual quantity of AAE held as of the most recent inventory report. Remaining lines project the inventory as follows:
 - Line 1: Actual Inventory Quantity plus
 - Line 2: Scheduled Delivery Quantity minus
 - Line 2: Attrition Quantity equals
 - Line 2: Projected Inventory

The Line 2, "Inventory," is then combined with Line 3, "Gains and Losses," to project Line 3, "Inventory Quantity." This methodology is continued for subsequent years.
- 5 Requirements for Operational Aircraft Installs. The quantities of AAE authorized in Enclosure (2) multiplied by user PAA aircraft as listed in the most recent APDF, and user bailed aircraft listed in Exhibit A-II. Refer to enclosure (4) for application of mission-oriented and aircraft inventory AAE to aircraft categories.
- 6 Requirements for Improved Rearming Rates System (IRRS). The number of CVs having an IRRS capability is reduced by four, and the resulting number is then multiplied by the associated planning factor from enclosure (3). The multiplication product is combined with the site requirements (for Fallon, Cubi Point and Roosevelt Roads) to yield the total IRRS requirement. Use this method for each fiscal year.

Enclosure (5)

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COLUMN

7 Requirements for Maintenance Pipeline Spares. The quantity of equipment listed in Column 5, plus that portion of Column 9 applied to BAI aircraft, multiplied by a percentage which represents the approximate number of items expected to be non-ready for issue (RFI) at any given time. The percentage used varies with each item depending on the frequency of preventive and corrective maintenance required, number of sites supported, and anticipated down-time for incorporation of technical directives. Maintenance pipeline percentages will be reevaluated annually.

8 Non-Combat IO. Sum of Columns 5, 6, and 7.

9 Requirements for War Reserve Material. This column indicates the quantity of material required to support wartime recall of tactical aircraft from SLNC status, and provides material for pooled BAI aircraft. Quantities are listed separately as BAI/SLNC. Specific methods for determining the WRM quantity are detailed below:

R) Aircraft Inventory/Item. For SLNC aircraft, multiply the planning factor listed in
R) enclosure (2) by 0.50 and use this figure as the planning factor for aircraft in SLNC
status each fiscal year. For BAI aircraft, the planning factor is **100%, as listed in
enclosure (2).**

R) Mission-Oriented Item. For SLNC aircraft, multiply the planning factor listed in
R) enclosure (2) by 0.50 and use this figure as the planning factor for aircraft in SLNC
status each fiscal year. **For BAI aircraft, the planning factor is 100% as
listed in enclosure (2).**

10 Total Inventory Objective. Sum of Columns 8 and 9.

11 Net Asset Requirements. Column 4 minus Column 10. A positive number indicates that the projected inventory is in excess of the total IO. A negative number indicates the additional quantity to be procured.

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FORMAT FOR AAE NET ASSET STATUS MATRICES

ITEM NAME (e.g. LAU-7 LAUNCHER) (DATE PREPARED)

FY ENDING DATE	PROCUREMENTS	SCHEDULED DELIVERY	ATTRITION	PROJECTED INVENTORY	REQUIREMENTS FOR OPERATIONAL A/C INSTALLS (PAA)	REQUIREMENTS FOR IRRS	REQUIREMENTS FOR MAINTENANCE PIPELINE SPARES	NON-COMBAT IO	REQUIREMENTS FOR WAR RESERVE MATERIAL (DAI/SLNC)	TOTAL IO	NET ASSET STATUS
30 SEP (199X-1) (PRECEEDING FY)											
30 SEP (199X) (CURRENT FY)											
30 SEP (199X + 1)											
30 SEP (199X + 2)											
30 SEP (199X + 3)											
30 SEP (199X + 4)											
30 SEP (199X + 5)											
30 SEP (199X + 6)											
30 SEP (199X + 7)											
30 SEP (199X + 8)											

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Enclosure (5)

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